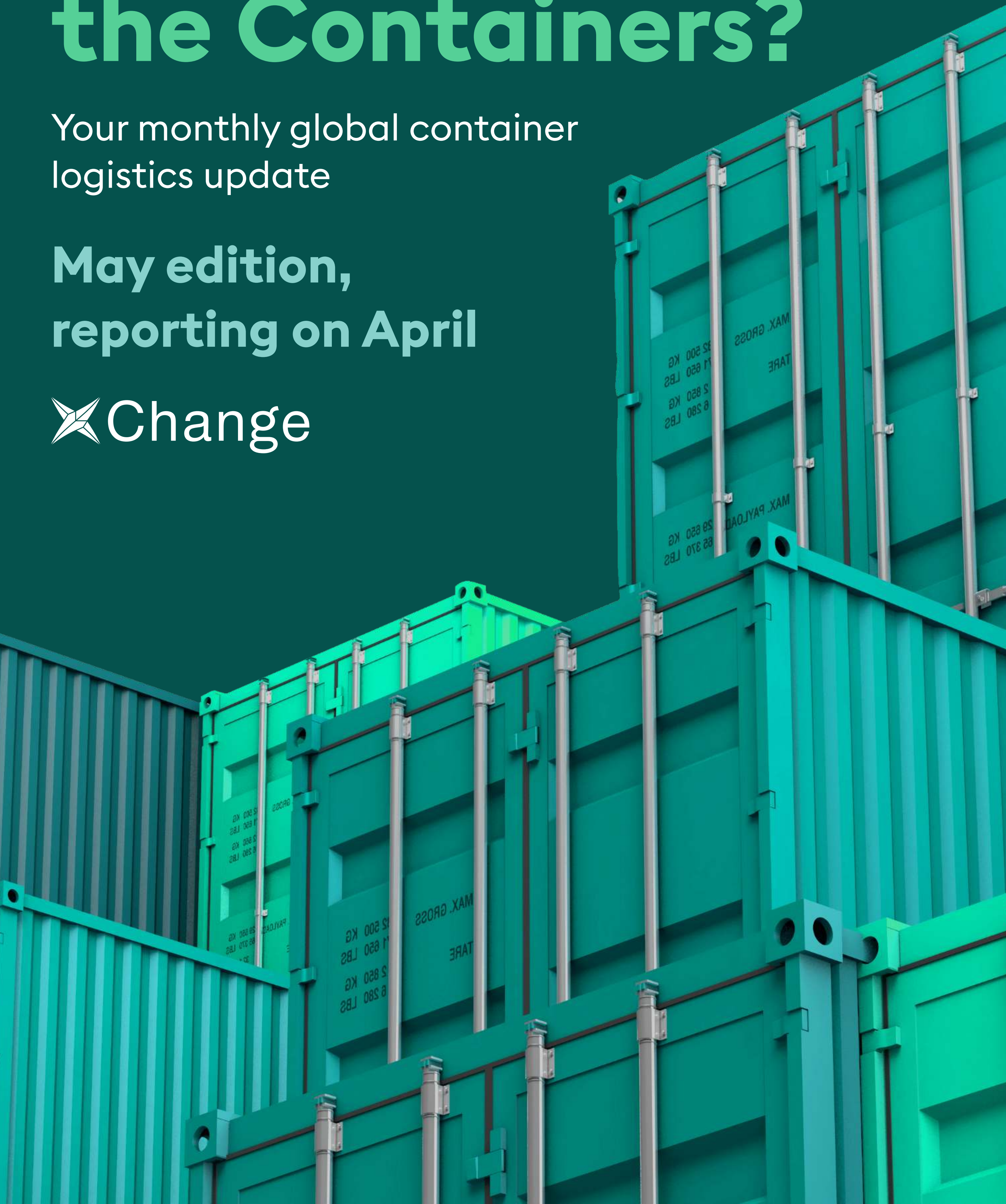
Where Are All the Containers?

Your monthly global container logistics update

May edition, reporting on April

XChange



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Letter from the CEO

The macro-economic news pattern of the past couple of weeks has been very much focused on the US—with the FED continuing to increase interest rates, the West Coast labor dispute nearing the one-year anniversary mark, and the banking sector experiencing yet another crisis. But as concentrated these news seem, they have their impact across all trade lanes.

Despite avoiding a global recession until now, the shipping industry is experiencing a freight recession mainly because overstocked retailers are postponing inventory replenishment cycles—a point that is underscored if you look at freight lanes that are mainly focused on capital goods and that are holding up much better. As we look ahead, we anticipate a subdued rebound in demand as retailers begin to deplete their excess stock in the coming months, leading up to the peak season.

In this edition of *Where Are All the Containers?*, we explore this in detail. We also discuss the rise of intra-Asia trade and signs of a rebound in China's exports; why the Indian sub-continent and Middle East are emerging as important boxship destinations; how new global energy shipping patterns are evolving after Western sanctions on Russian cargo; and why the US retailers are still cautious of the West Coast.

Of course—as usual—you will also find detailed data and forecasts, average (container) prices and pickup rates. At Container xChange, we are a technology company striving to simplify the logistics of global trade by making processes around the container as simple as the box itself.

We do that by providing a neutral infrastructure that connects all logistics companies to remove friction and create economic opportunities. As part of this mission, we are also continuously studying the industry, market, participants, strategies, trends, etc—and building reports around this to share these insights with you. We hope you enjoy yet another update from our end.

Christian Roeloffs

Asia

China shows hints of a slight rebound

China's exports to the EU and the US declined after central banks and the Federal Reserve raised interest rates in March. The demand for products from China in these markets was already low in the face of global inflation. Despite that, however, China's exports did see a rebound in Q1 2023. Exports in March rose 14.8% from a year ago after months of declines. The General Administration of Customs of China reported that exports went up 0.5% over the same period in 2022 to $821.8 billion in the first three months of the year. [1]

This could be attributed to the fact that factories are now running at full capacity and working on fulfilling accumulated orders. China's COVID-19 outbreak had depleted the inventories until the beginning of 2023. But now, the country's international trade is displaying resilience.

The Shanghai Containerized Freight Index is a weekly index that has been calculated since 2009. It reflects the most current freight prices for container transport from the main ports in China, which is why it is named after the largest container port in the world: Shanghai. Typically, a reading below 1,000 on the index means that shipping companies are operating at a loss. It rose for three consecutive weeks in April. That had not happened since June 2022.

This was influenced by the increase in shipping rates to the US East Coast from Asia by around $137 per 40ft container in April when compared with the previous weeks. On the other hand, spot rates on the US routes fell by around 80% of their peak levels last year. In the face of the current geopolitical friction between China and the US, it remains to be seen if the stability in China will be challenged anytime soon.

Trade with Russia on the rise

China is the world's biggest energy consumer and demand for domestic fuel rebounded once the Covid restrictions were lifted. Chinese refiners took advantage of the cheap prices of fuel imported from Russia. Not just refiners, the country has increased other purchases from Russia after the US and EU cut their Russian imports. No wonder then that imports from Russia, primarily oil and gas, reportedly rose by 40.5% in a year. In fact, China's trade deficit with Russia has lessened by 50% to $2 billion and exports to Russia have more than doubled to $9 billion over a year. [2]

On our platform as well, China to Russia has been the most popular route this year. Reportedly, 75% of the cellphones sold in Russia last year were made in China, a 50% rise from the year earlier. A similar rise was seen in the sales of other products like construction equipment and laptops that were manufactured in China but sold in Russia.

Intra-Asia trade continues to show resilience

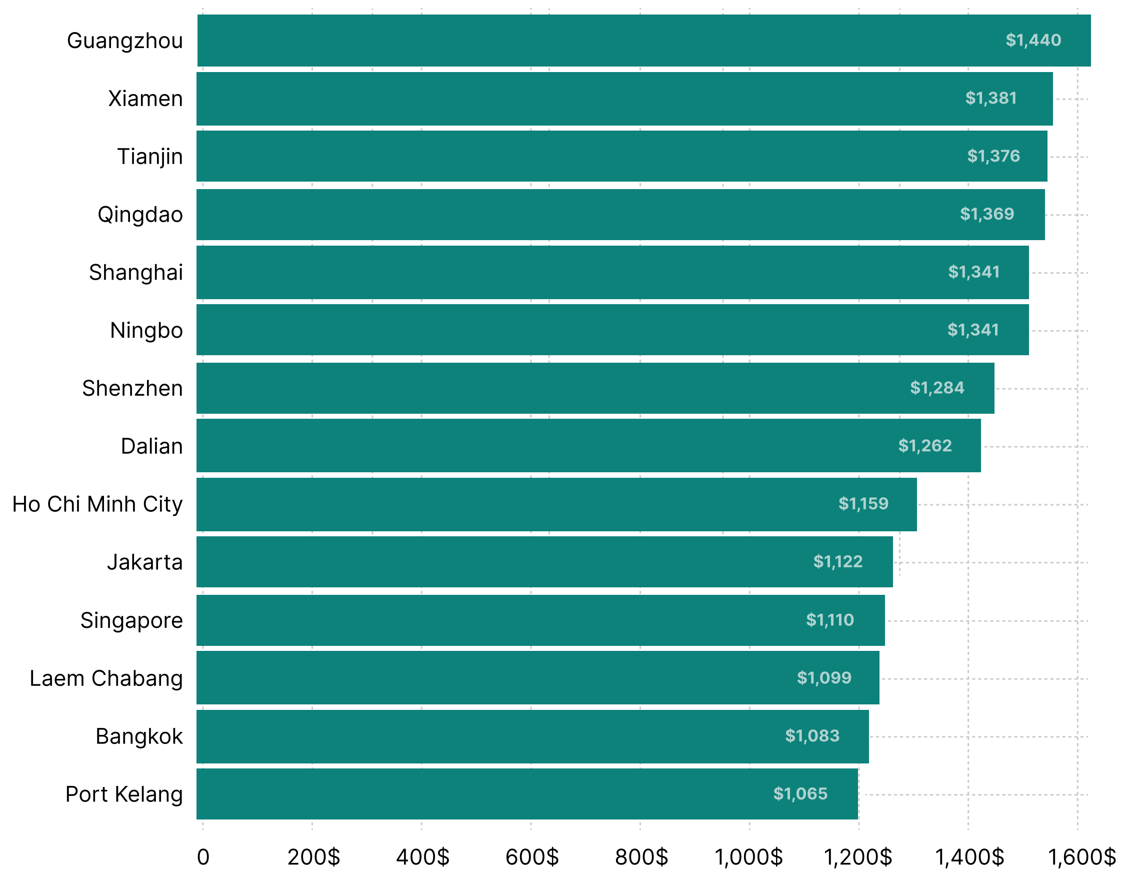
Not just with Russia, intra-Asia trade has significantly outperformed Asia-Europe and Asia-US trade as well. Especially after a decline in consumer confidence in the EU and North American consumer markets, overstocked retail inventories, and the collapse of ocean freight rates last year. The intra-Asian economy, in comparison, has proven to be far more resilient. According to the United Nations Conference on Trade and Development (UNTCAD), East Asia was the only region with a positive quarter-to-quarter trade growth rate in Q3 2022.

Within that context, a rebound in demand from China will benefit both the global suppliers and the country's Asian neighbours. The China-Southeast Asia trade is emerging as a strong economic partnership this year. China's largest trade partner is the Association of Southeast Asian Nations (ASEAN) and shipments to these nations has grown by 35.43% year-over-year. This dramatic increase underlines China aiming to strengthen trade ties in these markets.

What did Container xChange's data find?

Despite the global supply chain wanting to reduce dependency on China, the country's major sea ports are opening new container shipping routes this year to expand capacity, enhance foreign trade and increase market share. For example, in Q1 2023, the Shandong Province launched 13 new shipping routes in forging boutique lines bound for European and American countries.

On our platform, ports in China were the most popular trading locations in April. Vietnam, Indonesia and Singapore followed suit.



Data source: Insights

As mentioned earlier, China to Russia was our most popular stretch and the average pickup (PU) charge for leasing a container in the route was $905. For example, the average PU rate from Ningbo to Moscow was $985 and the same from Shanghai was $830. After Russia, the popular destinations from China included North America and North Europe.

To get updated container prices and one-way leasing terms in Asia but also up to 130 global locations, click on the button below. You can also the best time and locations to buy, sell and lease your containers.

Get a free demo

The ISC & Middle East

India and the Middle East emerge as lucrative boxship destinations

According to forecast by the International Monetary Fund, India's GDP is expected to grow by 6.8% in 2023. While the Indian government had set a target of $400bn last year, the country exceeded the expectations and managed $422bn in exports in 2022. This rapid growth is expected to last this year as well. Traditionally, India has exported grains, textiles and apparels but electricals and machinery exports are now on the rise as well. More so, with the discourse that global supply chains want to diversify away from China, India is appearing to be a robust alternative.

The country's ports are already handling 13,000–15,000 teu vessels and has grabbed the attention of major shipping lines. As we mentioned in the previous edition of this report, COSCO and OOCL launched a Southeast Asia–India–US east coast service in December 2022 after closing a China–Vietnam–US East Coast loop.

Trade hubs in the Middle East

While the US has replaced China as India's primary trade partner, there's another region that is recording higher trade volumes with India: the Middle East. The online shipping solution Alphaliner noted that the biggest tonnage shift in 2022, amid tepid times for the main east-west tradelanes, was to Middle East and India related services, where 320,600 teu of fleet capacity was added last year.

Trade hubs in the Middle East are also growing significantly. For example, container volumes at the ports in Saudi Arabia have continued to see a steady rise. According to the Saudi Ports Authority (MAWANI), the country's ports handled 693,523 teu in March this year, a 21.14% increase from the same period last year. Exports rose by 17.74% and a 37.05% increase in imported containers was recorded, with transhipments increasing by 12.83% compared to 2022. MAWANI stated that a total of 693,523 20-foot-containers were handled by the ports in March 2023 and 572,475 in March 2022. [3]

Stronger bilateral trade through reliable ocean services

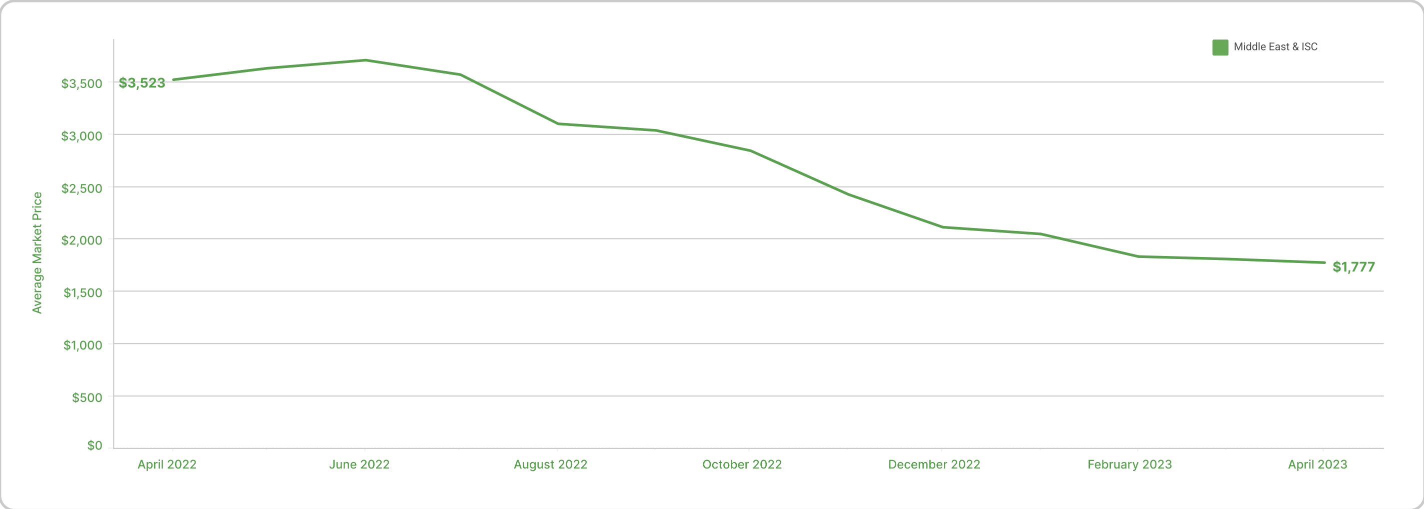
Increasing box volumes in the Indian sub-continent and Middle East are leading to interesting developments across the region. For example, Saudi Arabia is India's 4th largest trading partner. 18% of India's crude oil imports come from Saudi Arabia. The country has also invested in Indian roads, railways, ports, as well as in Indian manufacturing and the digital sectors. As for the UAE, India's exports to the country are around $28.3 billion at present and India expects them to rise to $32 billion in 2023, which would be an all-time high. Not just the Arab Gulf countries but India has good trade ties with Israel, Turkey, and Iran as well. Israel is a strong defense equipment supplier for India and 43% of Israel's arms exports are sold to India.

With growing trade, the region has naturally received a boost from the leading shipping lines as well. For example, MSC enhanced connections between India and the Middle East in April through a regular weekly service from the Cochin port in India. The rotation of this service includes Mundra, Karachi, Jebel Ali, Abu Dhabi, Shuwaikh, Hamad and Colombo ports. This Malabar service will be maintained by a fleet of four 2,400 teu vessels.

On the other hand, the CMA CGM Group launched the new Bangladesh India Gulf Express (BIGEX) service last month. It now offers Bangladesh and India a direct connection with the Gulf. The transit times will be much faster and exports from Chittagong will reach shipments to Nhava Sheva and Mundra in India within 10 days. And Jebel Ali and Abu Dhabi within 15 days. Vessels deployed on the service will follow a rotation of Chittagong-Colombo-Mangalore-Nhava Sheva-Mundra; and the eastbound leg to Jebel Ali-Khalifa Port. Germany's Hapag-Lloyd, on the other hand, now has an ownership stake in one of India's leading private terminal and inland transport service providers, J M Baxi Ports & Logistics.

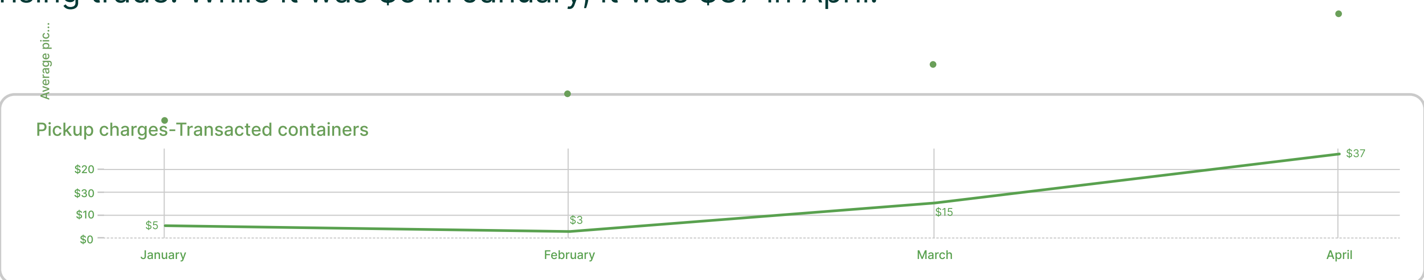
What did Container xChange's data find?

On our platform, the average prices of cargo-worthy 40ft containers in the ISC and Middle East was $1,777 in April 2023, half of what it cost in April 2022 ($3,523).



Average prices of cargo-worthy 40ft containers in the ISC and Middle East April

We found that the PU charges from India to countries in the Middle East have been rising, with rising trade. While it was $5 in January, it was $37 in April.



Average PU charges from India to the Middle East in April

Data source: Insights

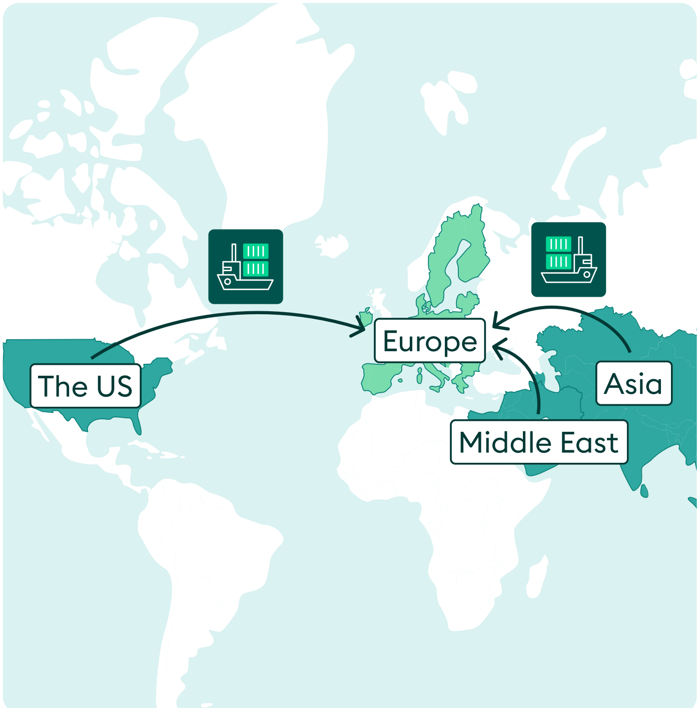
Europe

Sanctions on Russian cargo reconfiguring global energy shipping

Western sanctions on Russian cargoes are reshaping the patterns of energy shipping. On one hand, they are compelling fuel suppliers to seek resort to expensive and longer routes for shipping, and on the other, these new routes are leading to more carbon emissions. The International Maritime Organization (IMO) has set a target of a 40% reduction in carbon emissions — compared to 2008 levels — by 2030. So naturally, the problems in the energy sector are reflective of a deeper global concern when it comes to shipping energy products.

Tankers with clean oil products such as diesel, jet fuel and gasoline, are now taking 16-18 days to be shipped from Russia to Brazil. Before the war broke out, that would take only 4-6 days for a vessel with these supplies to reach Europe from Russia.

Europe is now importing more fuels from the Middle East and parts of Asia whereas Russia is exporting the same to Turkey, Asia, North Africa, South America, and the Middle East. In fact, earlier this year, Russia also started exporting fuel to Iran by rail. And in March, the country's seaborne oil product exports rose by 17.3% month-over-month.



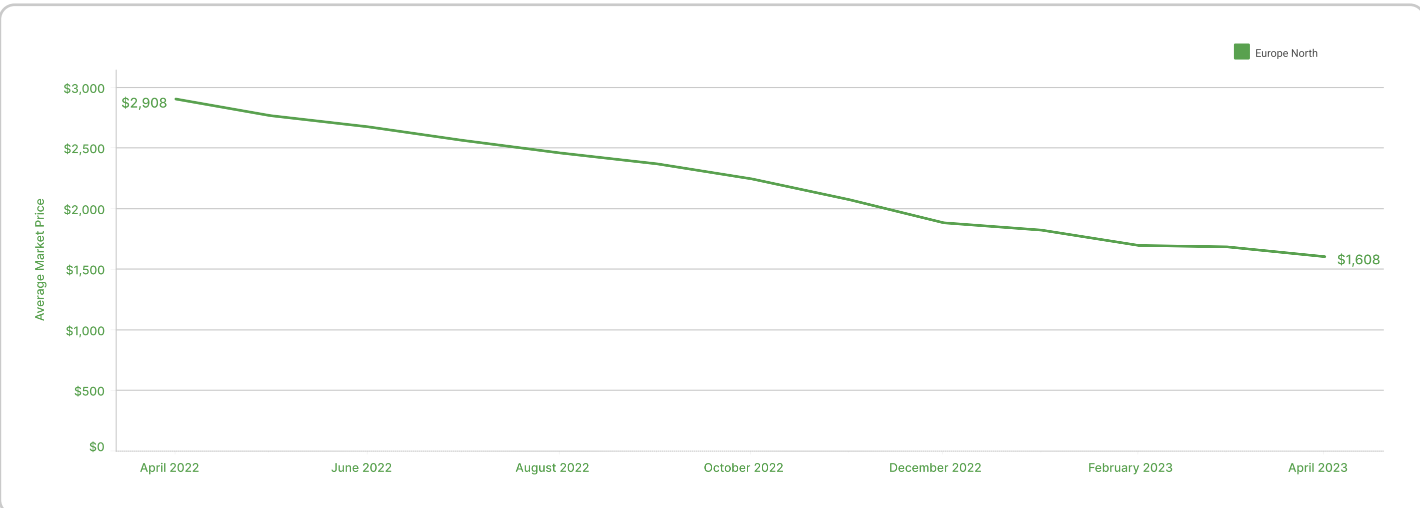
But while Russia's long-haul trade with Asia heightens, EU is also getting Russian crude replaced with that of Asia, the Middle East and the US. Last year, the US was the largest partner for EU exports of goods (19.8 %) and the second largest partner for EU imports of goods (11.9 %).

Antony Blinken, US Secretary of State, was in Brussels last month for a summit with his EU counterpart Josep Borrell. Blinken assured to continue sending large supplies of liquefied natural gas (LNG) to EU ports in 2023. Last year, 56 billion cubic meters (bcm) of US LNG was imported into EU, more than double 2021's level.

LNG's share in European gas supply rose to 33% in 2022 from just 19% in 2021, according to data from S&P Global Commodity Insights. This is likely to rise further this year, as LNG climbed 38% in March after a record high of 40% in February. The EU nurtures the aspiration to become climate neutral by 2050. So, as the year passes, we expect to see Europe wanting to strengthen ties with its international trade partners.

What did Container xChange's data find?

Europe has been struggling with overcapacity this year. All the major ports of Europe displayed a CAx score above 0.80 in April. This means more containers are entering the ports than those that are leaving. Overcapacity is lowering demand and with that, the prices are dropping as well. On our trading platform, for example, we saw that the average prices of cargo-worthy 40ft containers have been dropping constantly since the year started.

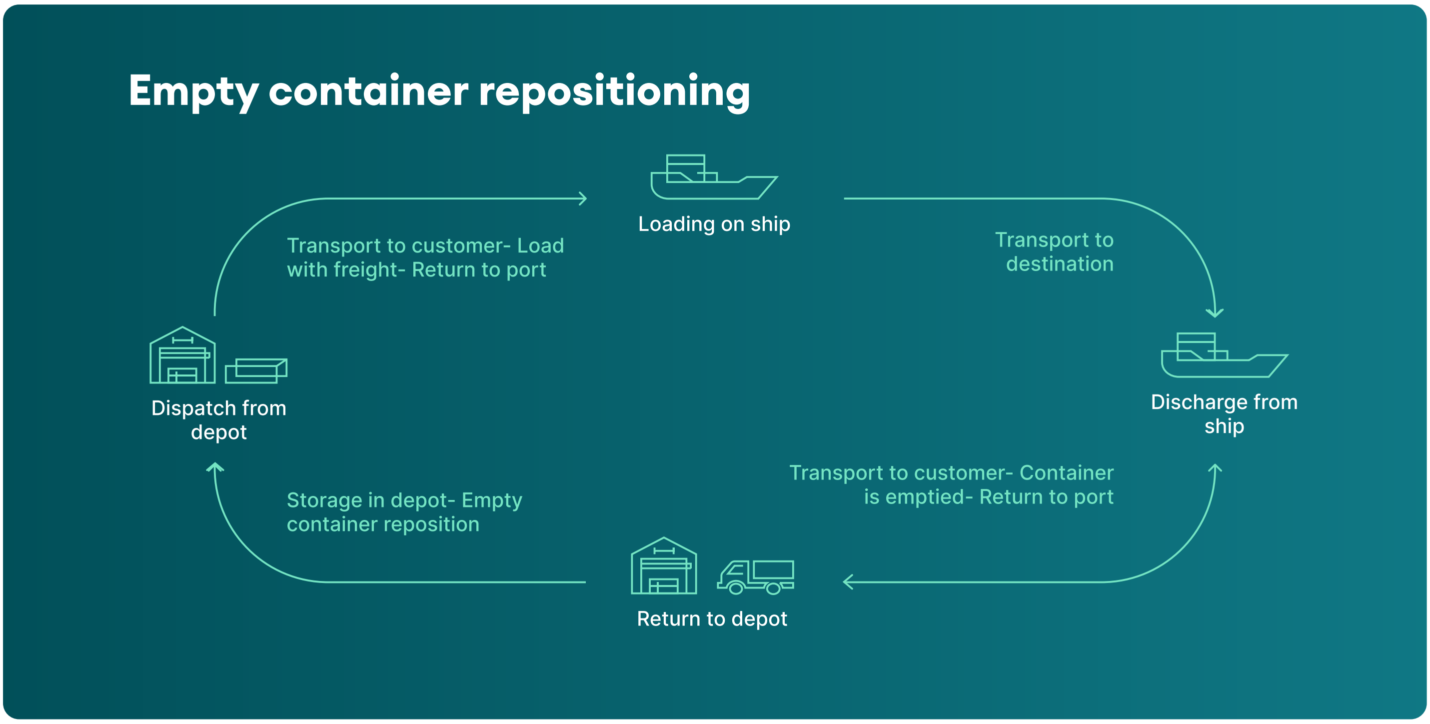


Average prices of cargo-worthy 40ft containers in Europe in April

Data source: Active offers on Container xChange

While Container xChange does not deal with tank containers, we have 50,000+ environment-friendly and cost-efficient containers to choose from. Reportedly, the shipping industry produces 940 million tonnes of CO_2 annually, accounting for 2.5% of the world's total CO_2 emissions. Every third container is said to be moving empty. This only enables the unnecessary burning of fossil fuels.

On our platform, container owners can make their boxes available for one-way leasing. This helps shippers lease the containers and when they move the boxes, they pay the rent to the owner and save the owner from paying freight rate. In some cases, owners let shippers rent the containers for free to support empty reposition, making it an attractive deal for shippers on our platform. It also helps in curbing unnecessary shipping emissions.



To know the prices in the ports of Europe or to ask about their pick-up and leasing rates, click on the button below.

Ask an expert

The US

Sigh of relief as imports rebound

In the last edition of *Where Are All the Containers?*, we speculated that the US imports will remain below 2022's levels in April but with a small rise, as this is also the time when the spring shopping season and sales start. According to data released by Descartes, they reached 1,853,705 twenty-foot equivalent units in March, a 6.9% increase from February, although 27.5% lower year-over-year.[4]

Descartes' data reported a 6% drop in Savannah, 5% in New York and New Jersey and 3% in Charleston. On the other hand, import volumes rose by 30% and 25% in Los Angeles and Long Beach respectively. The Port of Los Angeles is also the country's biggest port. In Q1 2023, the port handled 1,837,094 TEUs, down 32% compared to the 2022 same period.

Gene Seroka, executive director of Port of Los Angeles, said at a media briefing, 'Economic conditions slowed global trade considerably in the first quarter; however, we are beginning to see some signs of improvement, including nine consecutive months of inflation declines... While March cargo volume was lower than last year at this time, early data and monthly growth indicate a moderate increase in the third quarter.'

Import volumes to stay low until September

Import volumes might stay low in both Q2 and Q3 2023 when compared to their volumes a year ago, although they might see a rise in the summer months compared to Q1 2023. Shippers and retailers will prepare for a new sale season and will need to take stock of their inventories.

With low demand, the freight rates continue to be low as well. Cancelling services have managed to raise the falling spot rates to an extent, but they have not succeeded in improving demand.

On top of it, the negotiations between the International Longshore and Warehouse Union (ILWU) and Pacific Maritime Association (PMA) to renew their labour contract has continued since May last year. The West Coast dockworkers are currently operating without a contract and cautious shippers want to avoid any pressure on cargo flow because of it. On April 6, international container terminals at the ports of Los Angeles and Long Beach were shut for the night shift, followed by April 7th’s day shift. The reason was that not enough port workers showed up to carry out the operations.

Incidents such as this pressure cargo flow. For example, the Agricultural Transport Coalition (AgTC) had 10 trucks turned away from the ports during the shutdown. Storing their containers at a yard nearby incurred them a loss of $20,000 and a delay in meeting their international sales orders. Not just in terms of agricultural exports, the same could be true for other industries as well.

Retailers cautious of the West Coast

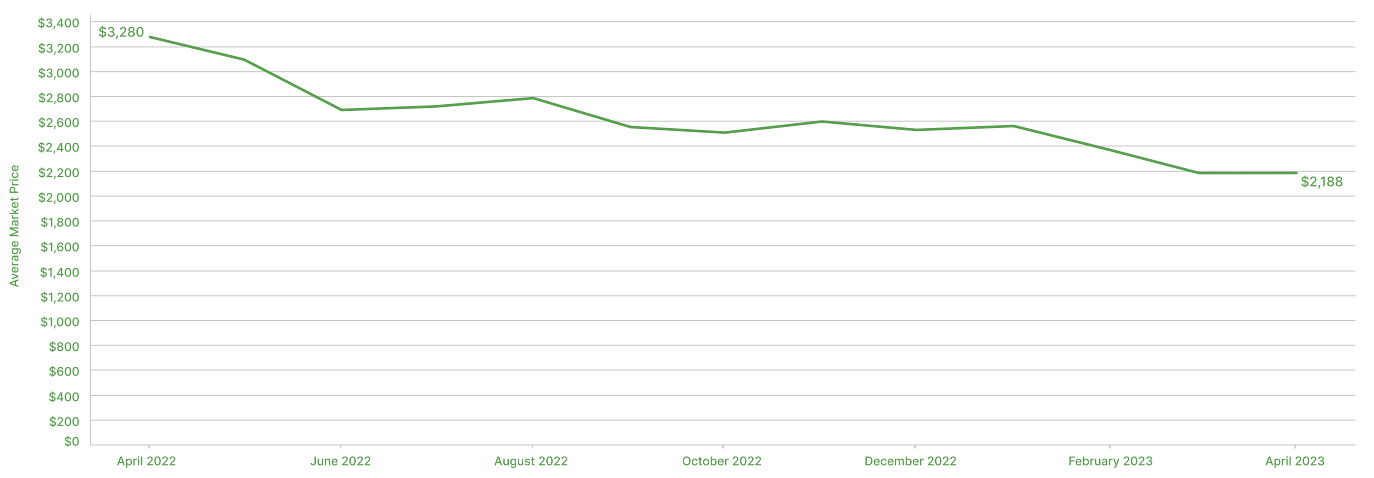
The Journal of Commerce reported that five sources told them that members of the ILWU Local 13 in April were “red-tagging” cargo-handling equipment at Los Angeles–Long Beach’s three automated terminals, which designated the equipment as unsafe and forced an inspection. The Pacific Maritime Association said that this led to delayed dispatch processes. Consequently, there was a vessel backup briefly as well, a first since November 2022.

Retailers have been cautious of the West Coast ports since last year. This is why cargo has been moving towards the East and Gulf Coasts more. It has also led to the East Coast ports faring much better than their West Coast counterparts. Overall, we expect demand to be subdued for now as retailers start depleting their excess stock.

What did Container xChange's data find?

Globally, there has been a weakness in US import demand. While some executives and analysts believe that the second half of 2023 will reflect in a rebound in containerized volumes, some others believe that the country is bracing up for a recession. Under these circumstances, it's difficult to determine the fate of container logistics in the US.

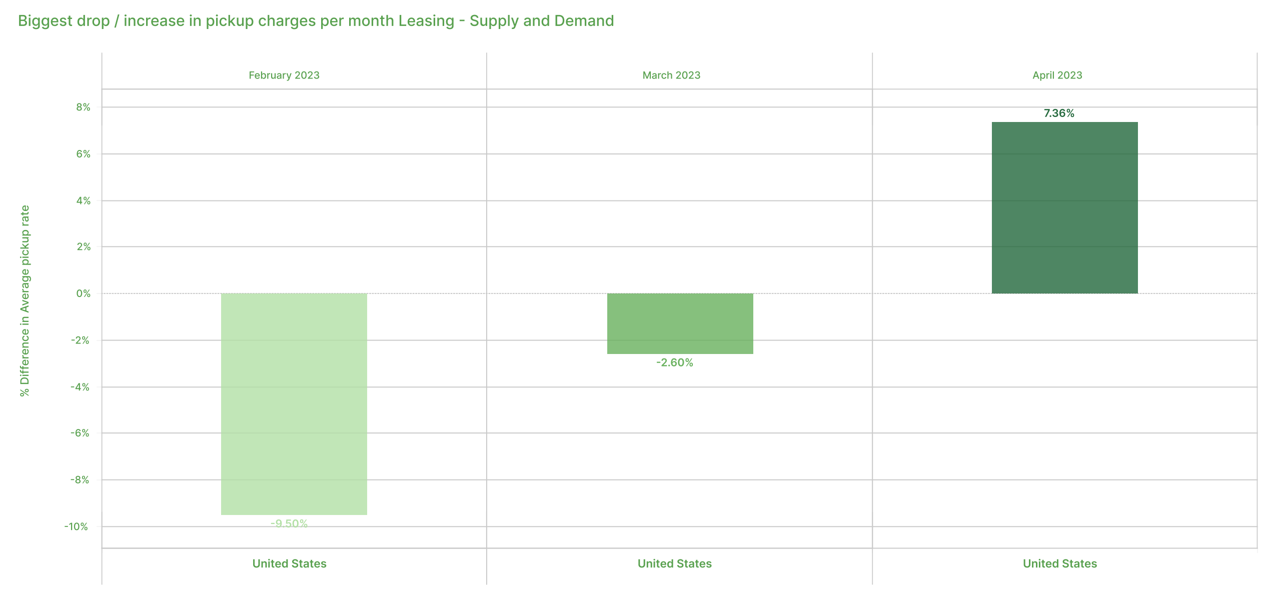
On our platform, the average price of a 40ft container in the US in April was $3,091, marking a drop of around $400 since this month last year.



Average prices of cargo-worthy 40ft containers in the ISC and Middle East April

Data source: Insights

As for their pickup charges, while we saw a drastic drop after the Chinese New Year, they have constantly risen since March.



Data source: Active offers on Container xChange

In terms of container availability, CAx values for some of the primary ports in the US have stayed above 0.75, highlighting that there is a sufficient number of containers available in these ports.

Conclusion

Methodology

Container xChange's monthly report – ***Where are all the containers?*** – offers a commentary on the main events in the global logistics and supply chain industries. With the unique and cutting-edge data that the company has, this report explains how they affect the global economy and consequently, our mundane lives.

We also bring forward valuable insights for users and suppliers of shipping containers as well as update them about the average prices of the 20ft, 40ft and 40 ft HC containers, pick-up charges for one-way moves, and the Container Availability Index (CAx) of key ports. Our analysis is based on global news, industry research material and insights directly from established professionals in logistics and supply chain.

The data in this report as well as the pictorial representation are powered by Container xChange's product, Insights.

Insights provides container intelligence in real-time to enable companies to make smart trading decisions. This report uses Insights to get access to accurate container prices, one-way leasing rates and their development for up to 2 years.

Additional notes for the reader

- All the data that represents average prices refers to different types of containers. Their details are mentioned in the text and the graph headings.
- The prices of buying and selling and PU (pickup) charges for one-why leasing are always the average numbers (in USD) over the month we are reporting on.
- Data representing average prices and average PU charges for one-way leasing of various types and conditions of containers, are based on the containers transacted on Container xChange's trading and leasing platforms.
- A metric created by Container xChange, CAx is the tool or index which we use to measure the import and export of full containers around the major ports of the world. A CAx score of 0.5 means that the same number of containers leave and enter a port in the same week.

Key findings:

Intra-Asia trade getting stronger, China surprises with export growth

Intra-Asia trade has significantly outperformed Asia-Europe and Asia-US trade as well. Especially after a significant decline in consumer confidence in the EU and North American consumer markets, overstocked retail inventories, and the collapse of ocean freight rates last year. The intra-Asian economy, in comparison, has proven to be far more resilient. According to the UNTCAD, East Asia was the only region with a positive quarter-to-quarter trade growth rate in Q3 2022.

Within that context, a rebound in demand for exports from China will be beneficial for global suppliers but also for the country's Asian neighbours. The China-Southeast Asia trade is seen to be emerging as a strong economic partnership this year. China's largest trade partner is the Association of Southeast Asian Nations (Asean) and shipments to the Asean nations grew by 35.43% year-over-year.

China also surprised analysts by the end of the first quarter of the year as their exports saw a sudden rebound. Exports in March rose 14.8% from a year ago, after months of declines. The General Administration of Customs of China reported that they had gone up only 0.5% over the same period in 2022 to $821.8 billion in the first three months of the year. This could be attributed to the fact that factories are now running at full capacity and working on fulfilling accumulated orders.

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On the other hand, China is the world's biggest energy consumer and demand for domestic fuel rebounded once the Covid restrictions were lifted. Chinese refiners took advantage of the cheap prices in fuel imported from Russia. Consequently, the country has increased other purchases from Russia after the US and EU cut their Russian imports. No wonder then that imports from Russia, primarily oil and gas, rose by 40.5% in a year. In fact, China's trade deficit with Russia has lessened by 50% to $2 billion and exports to Russia more than doubled to $9 billion over a year.

The new energy shipping routes after the Russia-Ukraine war

Europe is now importing more fuels from the Middle East and parts of Asia whereas Russia is exporting the same to Turkey, Asia, North Africa, South America, and the Middle East. In fact, earlier this year, Russia also started exporting fuel to Iran by rail. And in March, the country's seaborne oil product exports rose by 17.3% month-on-month on a daily basis.

But while Russia's long-haul trade with Asia heightens, EU is also getting Russian crude replaced with from Asia, the Middle East and the US. Last year, the US was the largest partner for EU exports of goods (19.8 %) and the second largest partner for EU imports of goods (11.9 %).

Antony Blinken, US Secretary of State, was in the EU capital Brussels last month for a summit with his EU counterpart Josep Borrell. Blinken assured to continue sending large supplies of liquefied natural gas (LNG) to EU ports in 2023. Last year, 56 billion cubic meters (bcm) of US LNG was imported into EU, more than double 2021's level.

US retailers still cautious of the West Coast

Shippers and retailers in the US are preparing for a new sale season and will need to take stock of their inventories. With low demand, the freight rates continue to be low as well. Cancelling services have managed to raise the falling spot rates to an extent, but they have not succeeded in improving demand.

On top of it the negotiations between the International Longshore and Warehouse Union (ILWU) and Pacific Maritime Association (PMA) to renew their labour contract have continued since May last year. The West Coast dockworkers are currently operating without a contract and cautious shippers want to avoid any pressure on cargo flow because of it. On April 6, international container terminals at the ports of Los Angeles and Long Beach were shut for the night shift, followed by April 7th's day shift. The reason was that not enough port workers showed up to carry out the operations.

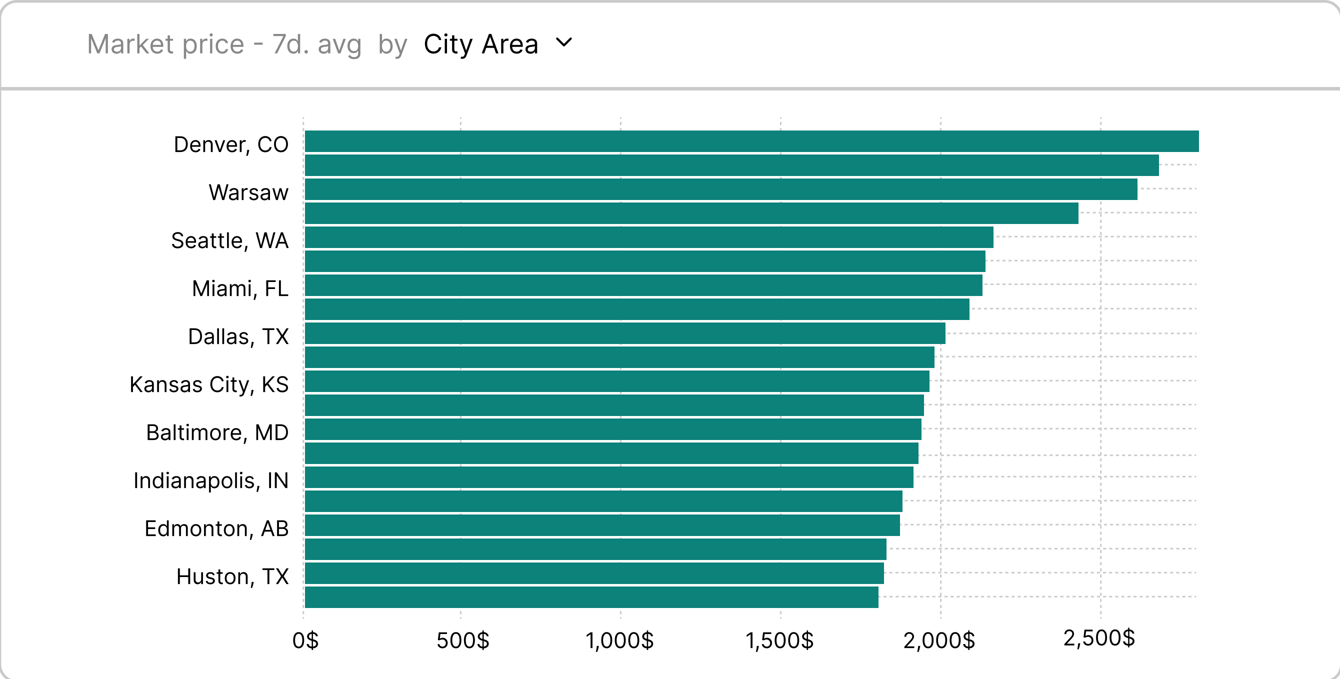
Incidents such as this pressures cargo flow. For example, the Agricultural Transport Coalition (AgTC) had 10 trucks turned away from the ports during the shutdown. Storing their containers at a yard nearby incurred them a loss of $20,000 and a delay in meeting their international sales orders. Not just in terms of agricultural exports, the same could be true for other industries as well.

As a result, retailers have been cautious of the West Coast ports. The Journal of Commerce reported that five sources told them that members of the ILWU Local 13 in April were “red-tagging” cargo-handling equipment at Los Angeles–Long Beach’s three automated terminals, which designated the equipment as unsafe and forced an inspection, five sources who asked not to be identified told the Journal of Commerce. The Pacific Maritime Association said that this led to delayed dispatch processes. Consequently, there was a vessel backup briefly as well, fa first since November 2022.

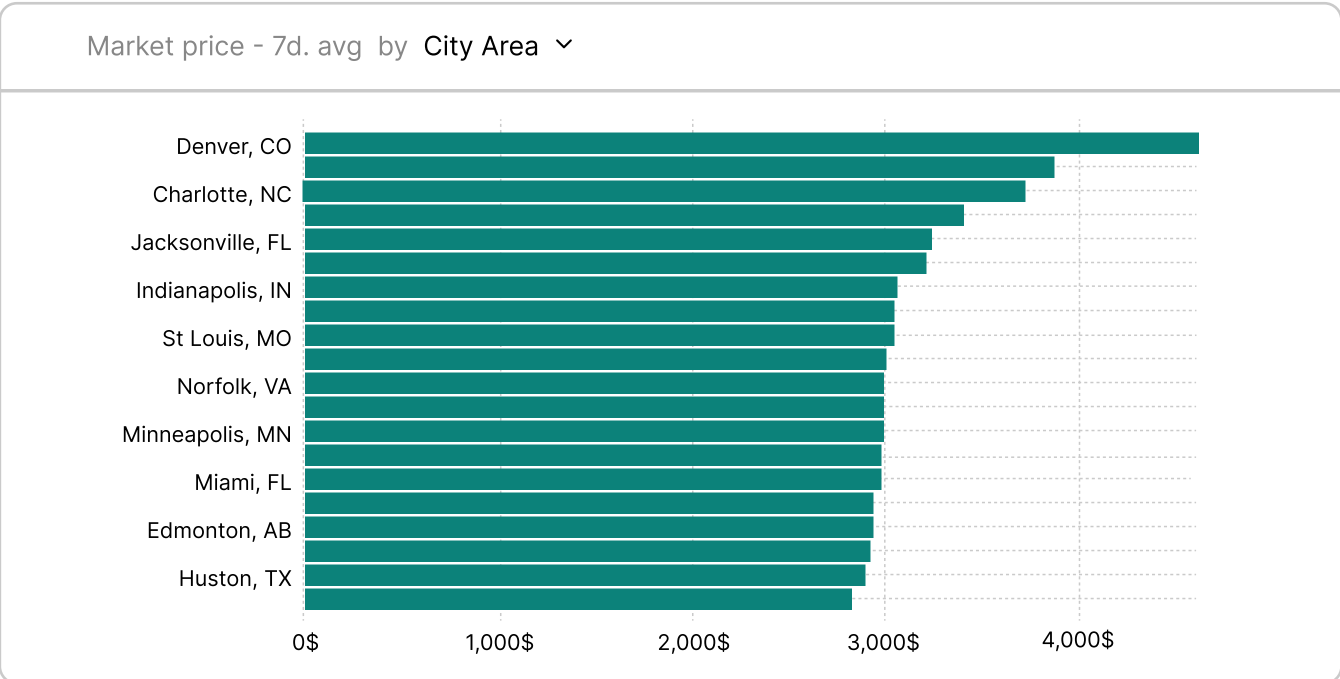
Circumstances like this have been resulting in cargo moving towards the East and Gulf Coasts more. It has also led to the East Coast ports faring much better than their West Coast counterparts. Overall, we expect demand to be subdued for now as retailers start depleting their excess stock.

Top 10 ports on xChange

Top 10 ports on xChange to buy or sell cargo-worthy 40ft containers. The US ports have been dominating this list in the past few months.



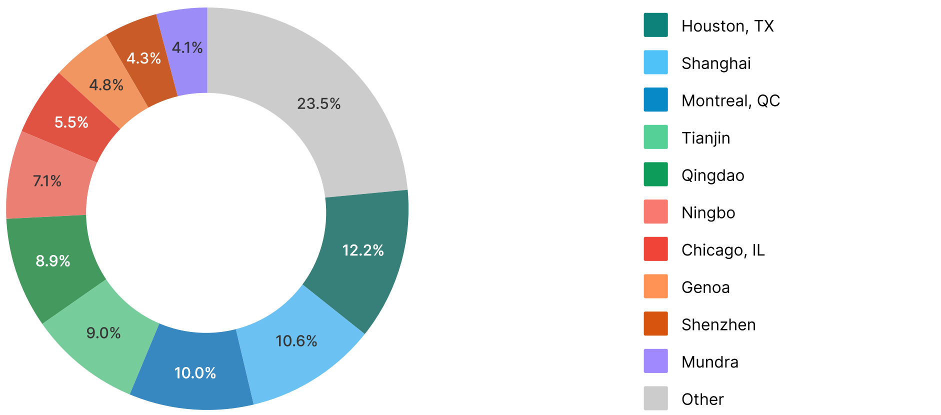
The same for 40ft HC cargo-worthy containers are here:



Most popular locations on xChange

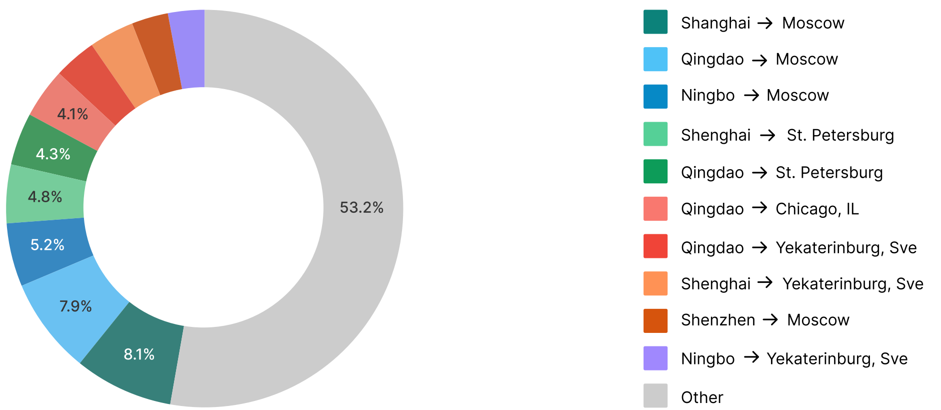
Most popular trading locations on xChange in the last 2 months for cargo-worthy 20ft containers:

Most Popular Trading Location on xChange - last 2 months



Most popular leasing stretches on xChange in the last 2 months:

Most Popular Leasing Stretches on xChange - last 2 mo.



You can get actual container prices and one-way leasing terms in up to 130 global locations through our product, Insights. Find the best time and location to buy, sell and lease your containers by clicking on the button below.

See more insights

What the X?

1 How do I decide whether I should lease or buy containers?

Answer: *You can lease if you need containers but don't have enough capital at hand; if your requirements change and there is a temporary surge in demand for containers. You can also rent them when you don't know for sure how your long-term demand will develop. And you can buy them if you need a few containers for storage and for longer periods of time. Or to modify or convert them into something else.*

2 What's the difference between 'transshipment' and 'transloading' in shipping?

Answer: *Transshipment and transloading both refer to the transfer of goods from one form of transportation to another. However, transloading refers to the transfer of goods between different types of containers, while transshipment refers to the transfer of cargo from one ocean vessel to another while remaining in the same container. You can also get detailed information about both in this blog. https://www.container-xchange.com/blog/transshipment/*

3 What is GRI in shipping?

Answer: *GRI is the General Rate Increase. It is the adjustment that shipping lines make in ocean freight rates. It helps carriers to recover when market movements are low. If the market stays stable in a year, GRI is applied only once. However, it could be applied multiple times if market conditions stay volatile.*

Do you have a question that you want us to answer? Please write to us at:

communications@container-xchange.com *and we'll answer it in our next edition.*

Industry Buzz

Benefits to digitalizing container operations
By Container xChange
Watch video here

“Digital logistics” is gaining relevance fast. But since the logistics industry developed decades ago – along with its many manual, convoluted and particular processes – digitalization of the industry won’t happen overnight. In fact, most longstanding companies are reluctant to invest in new technologies even if it would improve workflow in the long run. So how do we bridge the innovation gap and communicate the real value of going digital?

Join us as we discuss:

- Digitalisation within the broader realm of sea logistics
- Low-hanging fruit within the container operations journey
- Exact digital processes that can save quantified amounts of time and effort
- How to best synchronize human and machine

Sustainable Conference
10 May 2023
London
Register here

At the Sustainable Supply Chain Conference, attendees will learn how they can ‘go green’ throughout their end-to-end operations, from procurement, operations, retirement and data and communication, considering the environmental and human impact of their products’ from cradle to grave.

From raw materials sourcing, production, storage, delivery and every transportation link in between, the journey is not easy – the complexity of many supplier relationships and border crossings makes supply chain sustainability extremely challenging.

Industry Buzz

Transport Logistics
9-12 May 2023
Munich
Registration link

Meet us in May in Munich at the Transport Logistics event. It is the leading international trade fair for logistics, mobility, IT and supply chain management. Since 1978, it has been held every two years in Munich. Being considered the leading platform for international networking in the logistics industry, this four-day trade show offers innovative products, systems and technologies as well as a wealth of expert knowledge. Part of the exhibition is air cargo Europe, a meeting place for the international air cargo industry.

For event queries, you can reach us at ***communications@container-xchange.com***

About Container xChange

The online platform for container logistics and operations

TRUSTED BY 1500+ LEADING INDUSTRY PARTNERS

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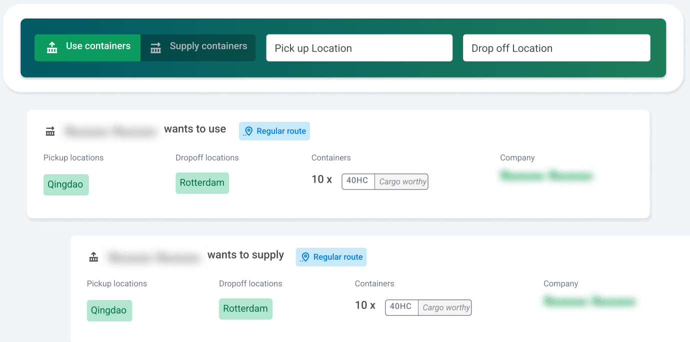
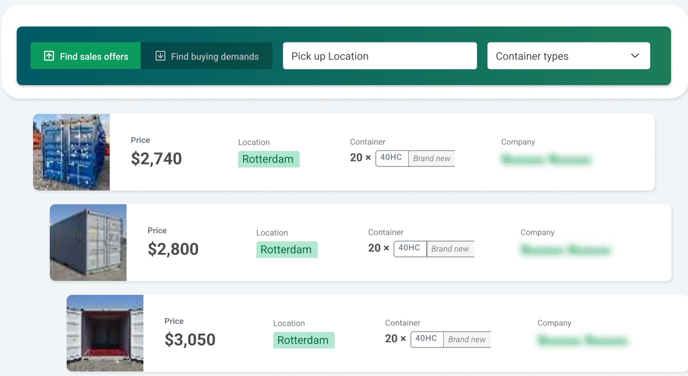
Buy, sell and lease containers in just a few clicks with Container xChange Marketplace

Container Leasing

Lease one-way containers and grow your business. Choose among 2500+ global locations, connect with only certified companies, and negotiate the best terms.





Container Trading

Buy containers at the best prices with 50,000+ containers up for sale globally. Or quickly sell your stock to 1000+ certified companies.

100% payment protection

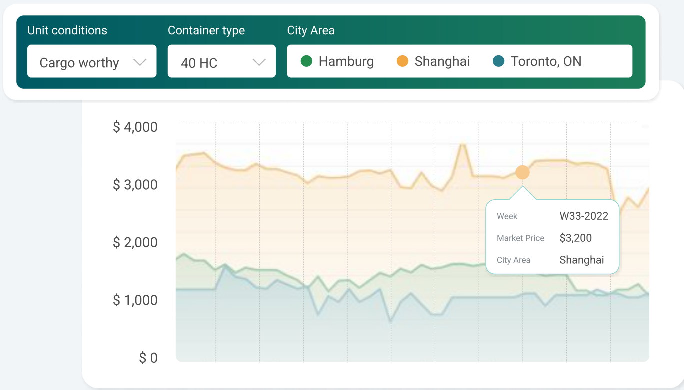
Customer support on all deals

Certified companies only

Find the best locations to buy, sell or lease containers

Insights

With Insights, learn and compare the live container prices and one-way leasing terms in 130+ global locations.

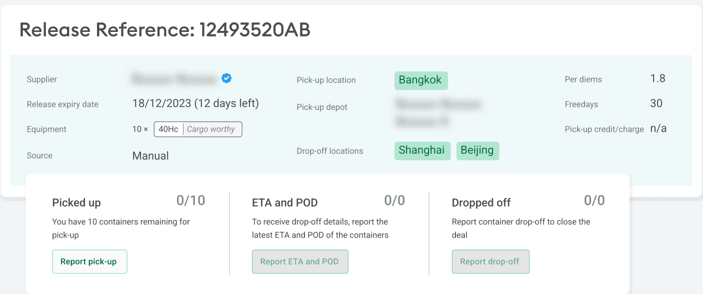


Daily data updates

Global coverage

Various data sources

Simplify your container operations



Container Control

Have all your container movement information connected in one place – release references, container gate moves, and container bookings.

Pick-up and drop-off monitoring

Quick status check

Error-free

Boost your container operations with xChange

Book a demo

www.container-xchange.com

Contact Us

Established in 2017, Container xChange is a technology company headquartered in Hamburg, Germany. It is the world's first online marketplace for buying, selling and leasing shipper owned containers (SOCs). At present, we have more than 1,500 international companies on our platform.

We offer our members efficient digital processes and market transparency to enhance their operational flexibility. We cover the entire transaction process, from finding new partners to do business with to tracking containers and managing payments.

We are working towards a mission to simplify the logistics of global trade. And we are creating an ecosystem of products and services for container logistics companies to empower them with digitalization and help them reduce their manual workload.

For questions about this report, our products and to request a demo, please write to:

Ananya Borgohain
abg@container-xchange.com

For press inquiries, please write to:

Ritika Kapoor
rka@container-xchange.com